Navy Executive Safety Board (NESB) Flag Panel Meeting

7 April 2008

Agenda

1230-1235:   WELCOME: VCNO/COMNAVSAFECEN

1235-1245:   BRIEF: OPERATIONS SAFETY SUPPORT COMMITTEE UPDATE

1245-1250:   BRIEF: OPERATIONS SAFETY COMMITTEE UPDATE

1250-1300:   BRIEF: FLIGHT DECK CRANIAL UPDATE

1300-1315:   BRIEF: USN MISHAP UPDATE AND REDUCTION TARGETS   AFTER FY08

1315-1325:   BRIEF: PROTECTION OF PREVENTIVE SAFETY PROGRAMS

1325-1340:   NESB DISCUSSION

1345: VCNO DEPARTS

1345-1400:   BRIEF: FLEET STANDARDS AND CONDUCT UPDATE

1400-1410:   BRIEF: PMV SUMMIT OUTBRIEF

1410-1420:   BRIEF: NESB COMMITTEE REORGANIZATION PROPOSAL

1420-1430:   BRIEF: DON OBJECTIVES UPDATE (RMIS, ORM TRNG CONTINUUM, AFLOAT HAZARD REPORTING

1430: NESB MTG ENDS

Operations Safety Support Committee Update

Operations Safety Support Committee (OSSC)

OSSC Membership

- CNIC (Chair)
- CPF
- USFF
- NAVSAFECEN

- BUMED
- NAVAIR
- NAVRES

- MSC
- NETC
- PRESINSURV

- NAVSEA
- NAVFAC
- SPAWAR

Focus Areas

- Traffic Safety and Recreational Off-Duty (TS/RODS)

- Occupational Safety and Health (OSH) Programs, Policies, and Initiatives

- Safety Data Management

- Safety Training (shared with OSC)

Navy Executive Safety Board

OSSC Focus Area Actions

TS/RODS (CNIC/FLEET)

Accomplishments

- Conducted motorcycle census to determine current motorcycle operators (25,000)
- Evaluated Motorcycle Simulators for inclusion to the DON curriculum
- Initiated development of Sport Bike training (SBRC) course
- Beta tested MSF Rider Enrollment System
- Developed draft of motorcycle mentorship program policy
- Promulgated Traffic Safety Program policy
- Drafted new comprehensive DON-wide Traffic Safety/RODS requirements document

Way Ahead

- Adopt new MSF SBRC curriculum
- Initiate full implementation of SBRC training DON-wide
- Use ESAMS for class enrollment and student registration
- Release Motorcycle Safety Magazine and Pocket Guide
- Implement DON-wide Traffic Safety/RODS delivery of service

OSSC Focus Area Actions

OSH (CNIC/FLEET)

Accomplishments

- Completed ALNAV message for VCNO release on awareness and importance of hearing conservation

- Completed review of Navy hearing conservation training

- Developed the Physical Risk Factor Ergonomics Checklist to identify ergonomic stressors for industrial tasks in the workplace

- Developed Fall Protection Guidance document for Aircraft maintenance and Inspection Work

Way Ahead

- Complete Noise Communication Plan

- Evaluate new technologies to reduce hearing loss

- Develop solution guides for the top 5 high risk operations related to Musculoskeletal Disorders

- Finalize Afloat Fall Protection Guidelines

- Publish Fall Protection Guidance document for Aircraft maintenance and Inspection work

OSSC Focus Area Actions

Safety Data Management (BUMED/NSC)

Accomplishments

- Established Risk Management Information System (RMIS) acquisition strategy for single DON-wide safety management system

- Completed draft RMIS requirements document

- DoN PEO (C41) PMW-150 identified as the Program Manager for RMIS as a Rapid Development and Deployment Project

Way Ahead

- Conduct a comprehensive review of data collected in all mishap reports required by OPNAVINST 5102 and 3750

- Determine key variables frequently associated with specific types of mishaps

- Obtain civilian injury data for trend analysis and prevention programs

- Research a method for a single entry system for reporting workers' compensation claims and mishaps

Operations Safety Committee Update

Ops Safety Committee Update

- **Jet Noise Reduction**
  - Workshop on jet noise reduction
    - Partnered with OEMs, NASA and academia to explore jet engine noise reduction
    - Drafting traceable and verifiable noise requirements consistent with technology limitations for incorporation into aircraft and engine programs
    - Working jet noise as a Nozzle Integration/Efficiency Issue - *Goal is not to degrade weapon system performance -* Up to 3dBA near-field reduction

- **ORM Assessment**
  - TTGL/P & CSFTL/P standardizing/integrating trng/assessment into FRTP
  - Metrics developed for 16 ORM related NMETs tailored for each event being assessed
    - Developing JQR for assessors

Flight Deck Cranial Status Brief to the NESB

Warfighter Focused & Cost Conscious

VCNO Admiral Patrick M. Walsh

**Mr. Martin Ahmad
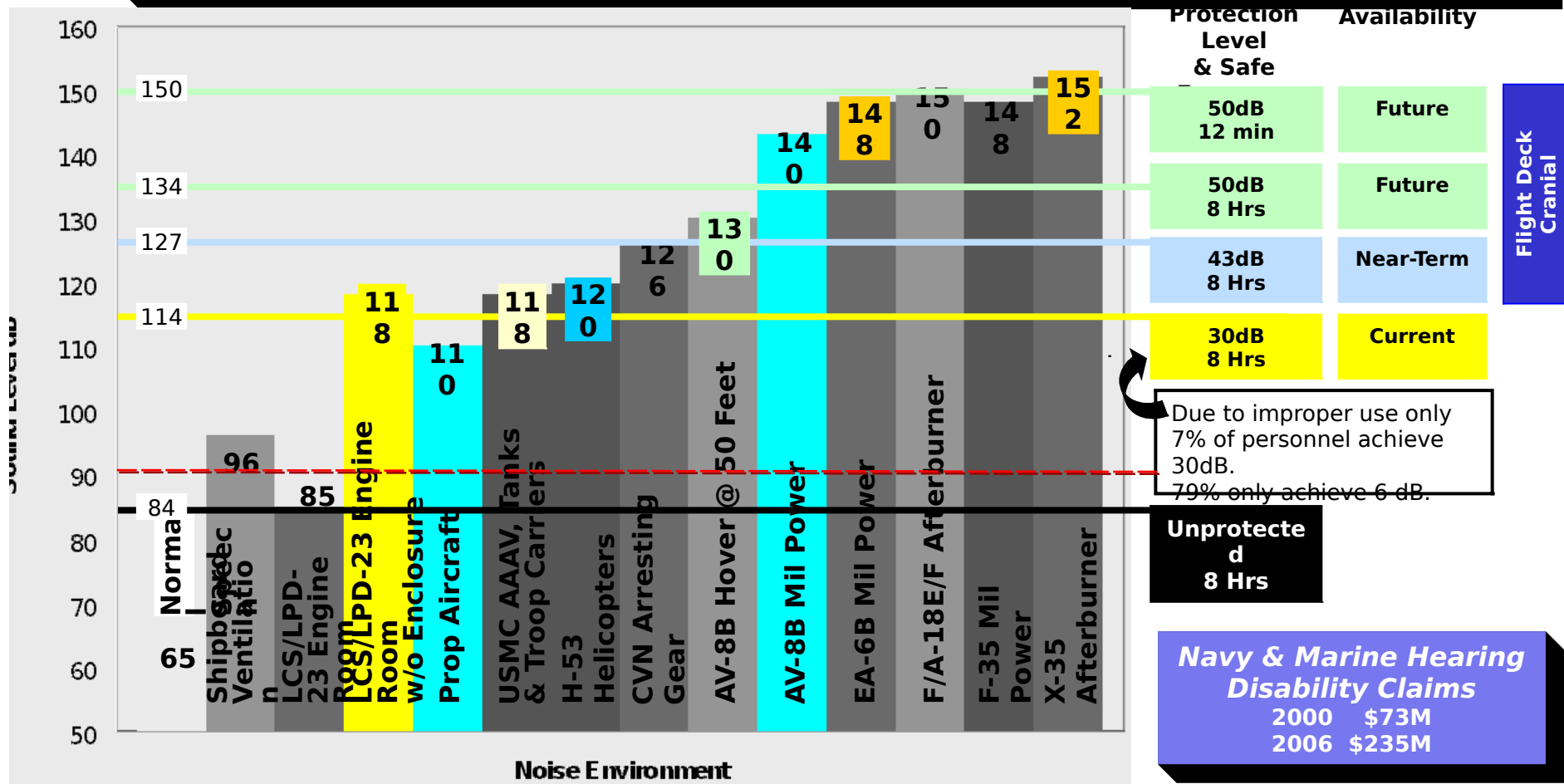Aircrew Systems, PMA202
25 Mar 08**

NAV AIR

Purpose

Provide current status on the Flight Deck Cranial program and related hearing protection items.

Background

Current cranials do not meet minimum ANSI z89.1 standards for head protection.

Hearing Protection Level & Safe	Component Availability
50dB 12 min	Future
50dB 8 Hrs	Future
43dB 8 Hrs	Near-Term
30dB 8 Hrs	Current

Flight Deck Cranial

Due to improper use only 7% of personnel achieve 30dB.
79% only achieve 6 dB.

Unprotected 8 Hrs

Chart values and labels:
- 150, 134, 127, 114 (reference lines)
- 96 — Shipboard Ventilation
- 85 — LCS/LPD-23 Engine
- 118 — LCS/LPD-23 Engine Room w/o Enclosure
- 110 — Prop Aircraft
- 118 — USMC AAAV, Tanks & Troop Carriers
- 120 — H-53 Helicopters
- 126 — CVN Arresting Gear
- 130 — AV-8B Hover @ 50 Feet
- 140 — AV-8B Mil Power
- 148 — EA-6B Mil Power
- 150 — F/A-18E/F Afterburner
- 148 — F-35 Mil Power
- 152 — X-35 Afterburner

Normal 65, 84 (Normal reference)

Sound Level dB (y-axis)
Noise Environment (x-axis)

Navy & Marine Hearing Disability Claims
2000 $73M
2006 $235M

Navy Hearing Protection Policy
84dB – 8 Hour Exposure (16 Hour Rest), OPNAVINST 5100.23

NAVAIR

Hearing Protection Roadmap

CURRENT		NEAR-TERM		FUTURE
Components	**Integrated**	**Components**	**Integrated**	**Integrated**

CURRENT — Components

Hearing protection using foam type devices varies depending on properly wearing both earplugs

21 dB Mean Attenuation

Legacy Earmuff

22 dB Mean Attenuation

Legacy Foamy Earplugs

CURRENT — Integrated

30 dB Mean Attenuation

Legacy Earmuff + Legacy Foamy Earplugs

NEAR-TERM — Components

25 dB Mean Attenuation

Improved Earmuff

28 dB Mean Attenuation

Foam Tip Mini-Comm Earplug (CEP)

29 dB Mean Attenuation

Custom Molded Deep Insert Earplug

NEAR-TERM — Integrated

43 dB Mean Attenuation

Improved Earmuff + Custom Molded Deep Insert Earplug

w/ or w/o Communication

FUTURE — Integrated

50 dB Mean Attenuation

Active Noise Reduction (ANR) + Improved Earmuff + Custom Molded Deep Insert Earplug

w/ or w/o Communication

Legacy Cranial | **Flight Deck Cranial Program**

1. Naval personnel correctly wearing both Legacy Foamy Earplugs = 7%, results in 22 dB protection.
2. Naval personnel with shallow insertion or not wearing Legacy Foamy Earplugs = 79%, results in 0-6 dB protection.

NAVAIR

Flight Deck Cranial Modular Approach

ANR w/ Custom Molded Deep Insert Earplugs w/ and w/o Communications

-50 dB

Improved Earmuff w/ Custom Molded Deep Insert Earplugs w/o Communication

-43 dB

Noise Canceling Mic & Talk-Thru

Foam Tip Mini CEP & Custom Molded Deep Insert Earplugs w/ Communication
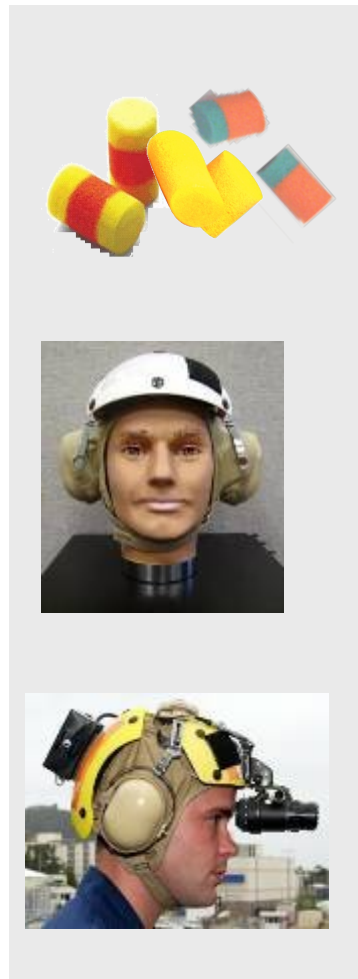
Legacy Cranial & Hearing Protection

Tailored Solutions to Mission Needs:

- **Custom molded or expanding foam earplugs**
- **Passive and/or Active noise reduction**
- **With or without comm and talk-thru capability**
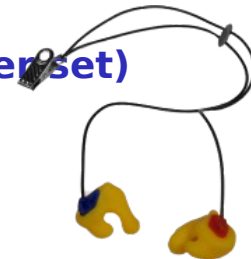- **System cost dependent on mission need**
  - **System cost range ($400 – $5,285)**

Flight Deck Cranial Program

Fiscal Year	06	07	08	09	10	11	12	13
Quarter		I II III IV	I II III IV	I II III IV	I II III IV	I II III IV	I II III IV	I II III
Milestones	▼AOA	▼ASR	M/S B	M/S C/FRP IOC				
Contracts	Creare ▼ ▼ATI		SBIR 2.5 CDR	TRR FAT				
Design / SETR		SBIR 2.0		SVR/PRR/PCR ISR				
Test & Evaluation			TIM 1 & 2	DT Fleet Assessment				
Logistics			ILA MR	ILA	IOCSR MSD			
					PROV ISS			
Production/Delivery								
Budget ($M)								
RDT&E (SBIR)	1.6	0.5	3.0	3.0				
RDT&E (N88/85/86)			1.5	1.5				
OPN (N88)					1.5	2.5	2.5	3.0
Quantities (N88)				110 (SDD)	790	1599	1599	2031

- **Abbreviated Acquisition Program (AAP)**
  - *FY08 new start program, FY10 production & IOC*

- **Per ASN(RDA) request, NAVAIR is accelerating custom molded earplug availability for fleet purchase by Aug 08**
  - *43 dB Protection, used with improved earmuffs ($180 per set)*
  - *Field using existing medical infrastructure*
  - *Normal priority – 100 per month*
  - *High priority – 800 per month*

- **Program success requires a coordinated effort between acquisition, the Fleet and the medical community**

NAVAIR

Flight Deck Cranial POM-10 Issue

Aviation Only Requirement

Chart — Aviation Only Requirement. Y-axis: QTY (0 to 35000). X-axis: FY08 through FY16. Labels: "All CV, CVN, CAG, MEU Users" (green dashed line near 30000), "CV, CVN, CAG, MEU Battle Bill" (blue dashed line near 8000), "Requested", "Program of Record".

Total Program Requirement

Chart — Total Program Requirement. Y-axis: QTY (0 to 70000). X-axis: FY08 through FY16. Areas labeled "Aviation", "Amphibious", "Surface".
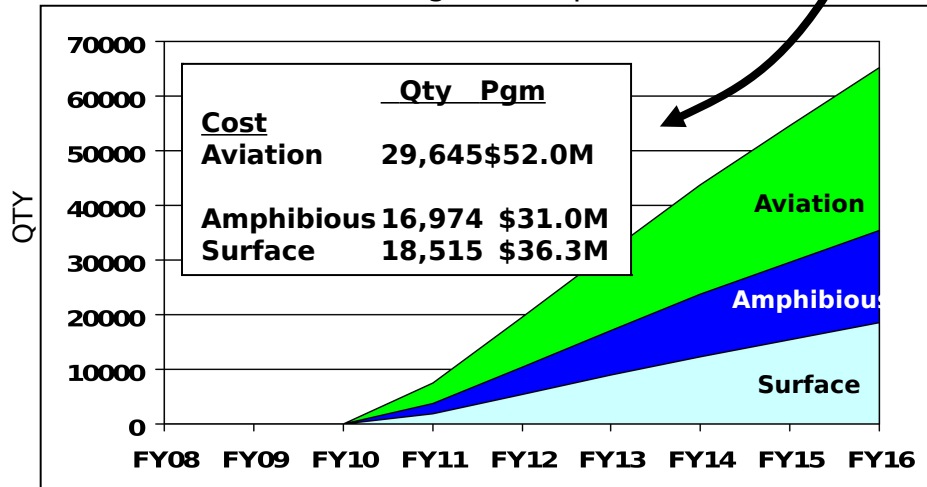
	Qty	Pgm
Cost		
Aviation	29,645	$52.0M
Amphibious	16,974	$31.0M
Surface	18,515	$36.3M

- **Full Operational Capability based on:**

  - Inventory Objective (IO) =
    Battle Bill x 3 shifts +
    25% shore/cycle + 10% spares

    Total IO = 65,134

- **Aviation (N88) production funding:**
  - Battle Bill: 8,292 units
  - PB-08:   8,292 units $15.68M
  - POM-10:   29,645 units $47.66M
  - **N88 Aviation issue is funded in POM-10 for CV, CVN, CAG, MEU**

- **Under consideration in POM-10/12**
  - Production for Amphibious Users (N85)
    - LHA1, LHD1, LPD4, LPD17, LCC19, LCC20, LSD
  - Production for Surface Users (N86)
    - CG, DD, DDG, FFG
  - Sponsors will determine own method of funding (N85/86)

Summary

- **Leveraging ONR, SBIR, OSD, JSF, AF, NAVSEA & NAVAIR investments in hearing and head protection technologies**

- **Flight Deck Cranial program is on track**

- **Making custom molded earplugs available near term for Fleet purchase**

USN mishap update and reduction targets after FY08

FY08 Mishap Trends

- AVIATION MISHAPS
  - Class AFM rate highest since FY2003
  - Class BFM rate second highest since FY1987
    - FY07 was the highest rate since 1987
- OPERATIONAL SHORE MISHAPS
  - Increase in operational shore fatalities
    - 4 from SPECWARCOM
      - Parachute (2)
      - Weapons (1)
      - Small Boat (1)
  - Decrease in PT fatalities (Under Reporting??)
- PMV/RODS MISHAPS
  - Off-duty/rec: 4 recreational drownings
  - PMV: 100% of motorcycle fatalities (10) involve sport bikes

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Selected Statistics

SPECWARCOM Mishap Fatalities / Off-duty/Rec fatalities / Class A Flight Mishaps / PT fatalities charts
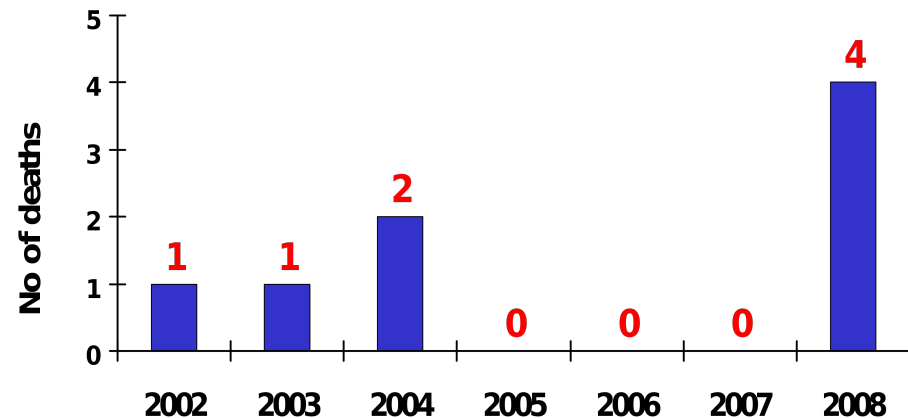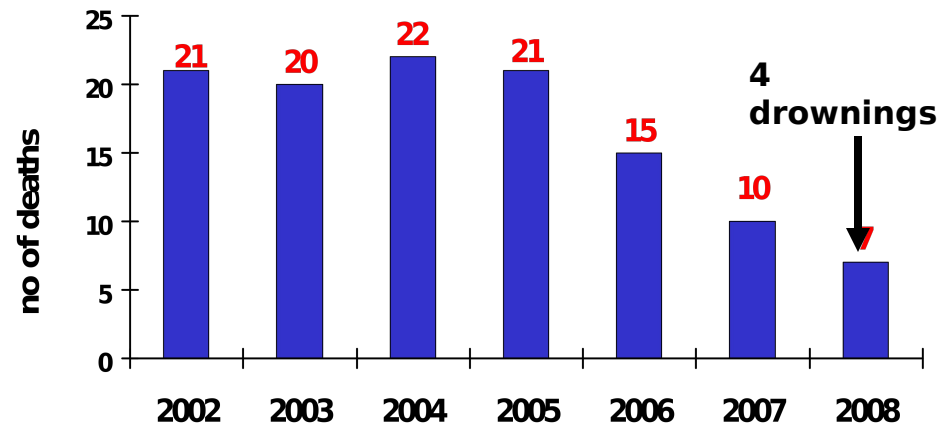
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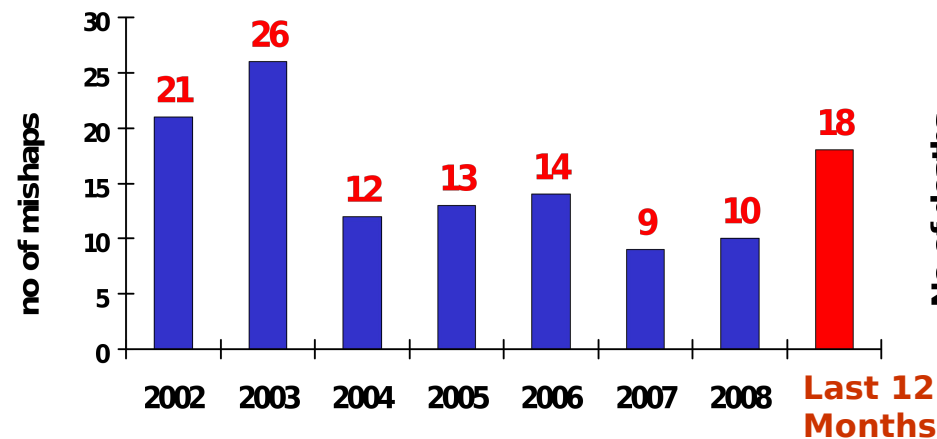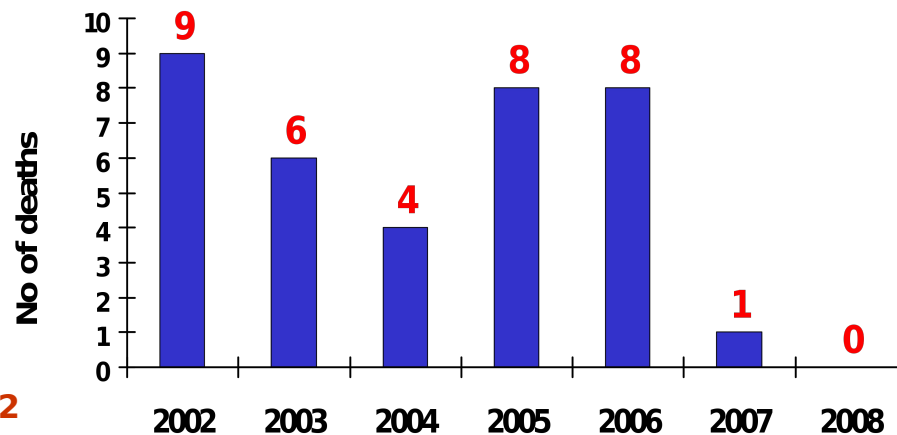
Safety Baseline Proposal For FY09

- Previous goals based on snapshot
- Baseline should reflect broader picture
  - 5-year average
- Goal should be:
  - Realistic
  - Have long-term effect
  - Sustainable

Determining Mishap Ceilings

- Use 5-year average
- Determine 90% Confidence Interval using Poisson Distribution Function
- Ceiling is first whole number below Confidence Interval

$$P(X = x \mid \lambda) = \frac{e^{-\lambda} \lambda^x}{x!}$$

Class A Flight Mishap Ceilings
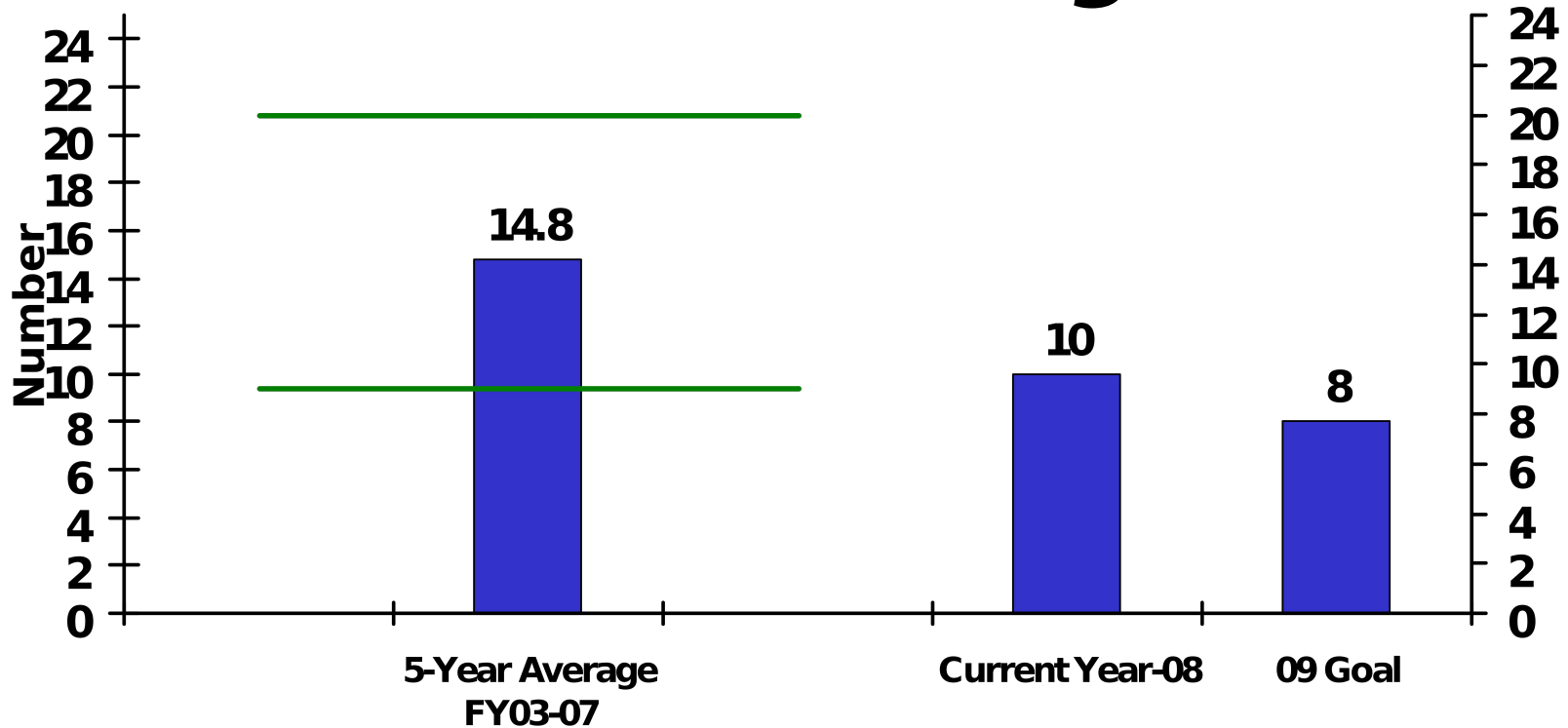
Mishap Count — Upper 90% CI of 5-year Average — Lower 90% CI of 5-year Average

PMV Fatalities

Navy Executive Safety Board
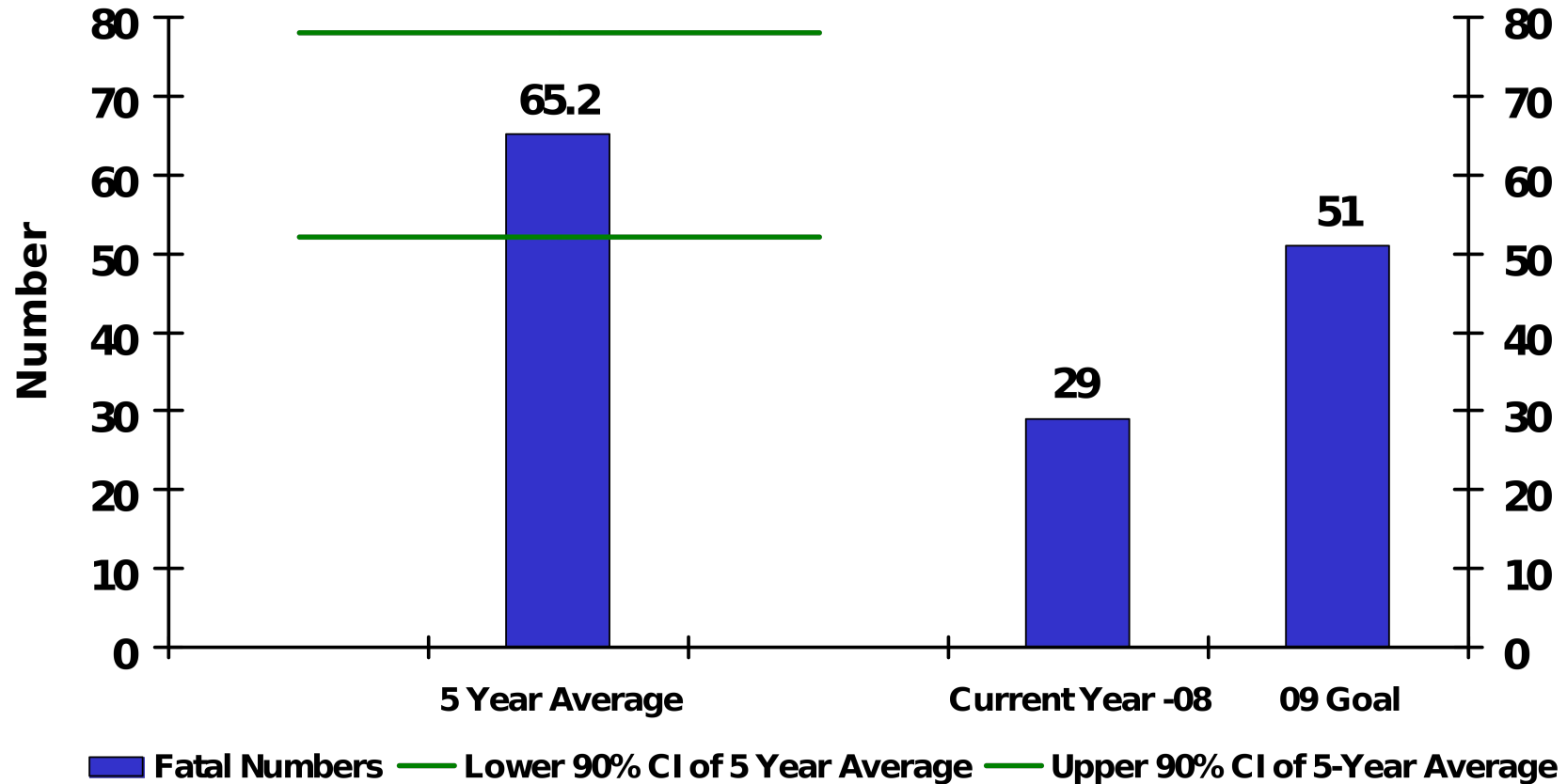
Summary of Navy Ceilings

Category	5-year Average FY03-FY07	FY08 75% Reduction Goal	Proposed FY09 Goal
Navy Class A Flight Mishaps	14.8	3	8
Navy Class A Afloat Mishaps	8	2	3
Navy Class A Ashore Op Mishaps	3.2	0	0
Navy PT Fatalities	5.4	1	1
Navy Class A Op MV Mishaps	2.4	1	0
Navy Class A Op Mishaps	36.4	10	26
Navy Op Fatalities	21	7	13
Navy PMV Fatalities	65.2	16	51
Navy 4W PMV Fatalities	39	11	28
Navy 2W Fatalities	22.8	3	14
Navy Civilian Lost Work Days	34327	17677	28219

Navy Executive Safety Board

Conclusions

- Use 5 year average for baseline

- Calculate 90% confidence interval from Poisson Distribution

- Reaching goal implies successful reduction program in mishap category

Decision

- Approve this methodology for establishment of Navy FY09 mishap reduction goals for all mishap categories

Protection of Preventive Safety Programs

Protection of Preventive Safety Programs

Spotlighted by federal lawsuit against Comair. Federal judge ordered the production of Aviation Safety Awareness Program (ASAP) reports

•Military safety privilege has never contemplated coverage of preventive safety programs

•Current safety initiatives focus on mishap prevention. Protection of collected data is uncertain. Result: Loss of confidence in protection and decrease in reporting

•Aggregate databases, such as Military Flight Operations Quality Assurance (MFOQA) program and the Joint Forces Command (JFCOM) Friendly Fire Reporting and Investigation Process (FFRIP), pose unique problems

Protection of Preventive Safety Programs

- The success and utility of preventive safety programs revolve around protecting the sources and uses of the data collected

- This issue is being addressed at various levels throughout the Navy:

  →ASAP, Cultural Workshops, On-line Safety Surveys: Commander, Naval Air Forces is pursuing legislation and seeking an advisory opinion from Office of the Judge Advocate General on the applicability of FOIA exemption b(5)

  →MFOQA: The Secretary of the Navy directed data protection plan by Jan '09. NAVAIR is pursuing legislation

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Conclusion

- Legislation offers the best protection of safety data
- Issue was briefed to Joint Service Safety Council on 2APR08. Joint legislative proposal for blanket protection received unanimous support from Service Safety Chiefs
- Legislative proposals for FY09 were delivered to Congress in Feb 08
- Legislative proposals for FY10 due to OLA by 30Apr08
- If the issue is deemed sufficiently "emergent," the proposal could be added to the Omnibus Bill for FY09
- NSC has taken the lead for drafting joint proposal and coordination with existing Navy legislation initiatives

Decision

Approve pursuance of joint legislation aimed at providing protection for all safety programs that involve voluntary self-reporting or mandatory disclosure in all services and all communities

NESB Discussion

Fleet Standards and Conduct

25 March 2008

Fleet Standards and Conduct

Pride and Professionalism

Sailor Relations

Navy Core Values
- **Honor**
- **Courage**
- **Commitment**

Operational Excellence and Safety

Culture of Fitness

Substance Abuse Prevention

Fleet Standards & Conduct
Program Management

INSTITUTIONALIZE

CURRENT ACTIONS

LEADERSHIP

EDUCATION *ACCOUNTABILITY*

FUTURE ACTIONS
-Conduct Pilots
-Conduct trend analysis
-Educate through Pride & Professionalism

COMMUNICATION

CURRENT ACTIONS
-Flag emails/P4
-leadership messages
-Focus Area posters
-Strategic Comm Plan

FUTURE ACTIONS
-Focus Areas Strategic Communication Plans with Timelines
-Quarterly Lessons Learned

CULTURAL CHANGE

CURRENT ACTIONS
-Measuring behavior

FUTURE ACTIONS
-Assess behavior change
-Surveys
-Focus Groups
-Education Statistics

DESIRED EFFECTS

Reduce # abhorrent behavior incidents. Ex: Suicides, Domestic Violence, PMV fatalities

Increased awareness and expansion to greater audience

Leadership and Sailors support change in behavior and workplace environment

Fleet Standards and Conduct – Way Ahead

Model Deployment

	CY07 Results	2007	2008	Desired End State
Pride & Prof	-90% believe in Core Values -60% believe command practices Core Values (2007 Quick Poll)	Warrior of Character Briefs Pride & Professionalism Program (NRR) "Warrior Ethos" definition Core Value Posters Cards and Tools Standards & Conduct Board		Institutionalize pride and professionalism in every Sailor. MOE's: Attain retention goals, reduce attrition by 5%
Op Excellence & Safety	-38% reduction in PMV deaths -50% reduction in off-duty recreational deaths -10% reduction in Class A mishaps	ORM Model Implementation Risk Management Assessment Models High Risk Sailor Identification / DBAT & Driver History Profile Travel Risk Management Plan Fleet Review Board Assessment		Create and maintain an environment of operational excellence. MOE's: Reduce PMV and Off Duty Recreational deaths by 10% and Class A mishaps by 5%.
Sailor Relations	-50% reduction in Dom Violence & Sexual Assault incidents among commands receiving Leadership & Lifeskills training	Life skills Training Pilot Fraternization and Blue on Blue Reduction Life skills Training Shipmates Protecting Shipmates		Through leadership and training, instill courtesy, responsibility and respect in all Sailors. MOE's: Reduce incidents of negative Sailor behavior by 10%
Substance Abuse Prev	-20% reduction in DUI/DWI across USFF	DUI/DWI Guidance Save a Life and 0-0-1-3 initiatives Substance Abuse Prevention Pilot		Implement a combination of education and deterrence. MOE's: Reduce drug attrition by 10% and DUI/DWI's by 10%.
Culture of Health	-16% reduction in drug abuse attrition -37% reduction in PFA failures -PFA attrition accounts for 11%	Waterfront Fitness Specialist (WFS) Initiatives Command Fitness Leader Course Reduce PFA Attrition Core Navy Nutrition Menu Implementation – Afloat & Ashore		Implement a combination of education and leadership and standardize fitness and wellness.

LEGEND Completed Implemented On Going Future

- **Fleet Standards and Conduct initiatives consistent with Navy Core Values**

- **USFF Commanders – Actions:**

  - **Accountable for Standards and Conduct effectiveness**

  - **Partner with Provider Commands to develop resources and provide services**

  - **Share best practices and lessons learned**

  - **Provide status and feedback to USFF – visibility and assessment**

Leadership involvement is the key – Commanders and CPOs

Chief's Standards and Conduct Board

- **Pilot conducted on six platforms (OCT 07 – JAN 08)**

- **Fleet driven; proactive vice reactive approach to Sailor mentorship and leadership**

- **201 Chief's Standards and Conduct Boards (CSCB) conducted**

  - ➢ **176 misbehavior incidents (examples: UA, misconduct, alcohol related incidents)**

  - ➢ **48 offered voluntary diversion (Sailor surrenders liberty for 14 days)**

  - ➢ **116 cases recommended to NJP**

  - ➢ **25 "flags" raised during initial service record review upon check-in**

- **Positive findings**

  - ➢ **Provided atmosphere to correct problems before they become larger issue**

  - ➢ **Formalized and provided structure to existing Disciplinary Review Board (DRB) program**

Chief's Standards and Conduct Board

- **Challenges:**
  - ➢ **Educating deckplate leaders on CSCB**
  - ➢ **Identifying tools to assist in Sailor recovery**
  - ➢ **Improving instruction**
  - ➢ **Identifying screening flags (high risk behavior)**
  - ➢ **Personnel records screening**
- **Summary**
  - ➢ **5 pilot commands desire institutionalizing into formal program**
  - ➢ **4 pilot commands continue use of CSCB**

Return

Driver History Profile

PILOT PENDING....

Defense Safety Oversight Council (DSOC) Funded Initiative

-Study to review civilian driving records of 4 – 8K Sailors from 15-20 SURFOR Commands (Afloat & Ashore)

Project objective is to identify Sailors with the following serious risk factors.

1. DUI (w/in 3 years)
2. 3 or more moving violations w/in a year)
3. Suspended, revoked, or cancelled license
4. Licensed Motorcycle Operator

YES

NO

Sailor has one or more risk factor. Refer to:

Chiefs' Standards and Conduct Board – For Enlisted Sailors

CO/XO Counseling or Mentoring - For Officers

Other Interventions: additional Driver Safety Training, SARP...

Sailor has no serious risk factors. No special action is needed from leadership.

Projected start date April 2008 with monthly data reports though October 2008.

High Risk Sailor Screen for DUI Concept

- **High Risk Behavior Working Group developed High Risk Behavior Matrix tool**
  - Potentially identifies high risk Sailors for DUI
  - Tool needs validation study
- **Risk factors identified using previous studies**
  - 6 major factors
  - 6 lesser risk factors
- **Study will validate risk factors and tool**
  - ➢ 250 Sailors identified using SITREP data
  - ➢ Sailors will complete online survey anonymously
- **Study pending Institutional Review Board (IRB)**

Return

BACKUP SLIDES

High Risk Sailor Screen for DUI Concept

PILOT PENDING….

Does your Sailor have 1 or more of the following serious risk factors?

1. Substance abuse waiver (w/in 3 years)
2. DUI (w/in 3 years, consistent with insurance industry standard)
3. NJP (w/in 18 months)
4. Demotion (w/in 18 months)
5. Insurance raised and why*
6. Binge Drinking, how often, and why*

~ Or ~

Does Sailor have 2 or more of the following lesser risk factors?

1. Moral waiver other than substance abuse
2. Negative p. 13 or other counseling form
3. More than 2 speeding tickets*
4. More than 3 parking tickets*
5. Rode with drunk driver*
6. High-risk acquaintances*

YES

Chiefs' Standards and Conduct Board, Human Factors Council, a process to know and **mentor** our Sailors, take a positive, and non-punitive approach. Let the Sailor know that their leadership cares and doesn't want them to do things they will regret.

NO

Sailor has no serious risk factors, and fewer than 2 of the lesser risk factors. No special action is needed from leadership

Majors factors listed have been supported by at least one study, but it should not preclude local commands from identifying others that may help in identifying high risk Sailors in their command. If one of your Sailors has one of the major factors, THAT SAILOR IS HIGH RISK! Intervene according. One of the lesser risk factors may be an early indicator that this Sailor is on the path of self destruction.
* Obtain from interviewing Sailor or peers

FY08 Goals and Objectives

- *Pride & Professionalism*
  - Increase command level support for Navy Core Values by 5%
  - Attain Retention Goals (Zone A - 48%; Zone B - 58%; Zone C - 82%)
  - Decrease each Fleet Attrition category by 2% from FY07

- *Operational Excellence & Safety*
  - Reduce Private Motor Vehicle and Recreational Off-Duty fatalities by 5% from FY07
  - Reduce Operational Class A Mishaps by 5% from FY07

- *Sailor Relations*
  - Reduce Incidents of Domestic Violence, Sexual Assault, Fraternization, and Blue on Blue by 5% from FY07

- *Substance Abuse Prevention*
  - Reduce drug attrition by 5% from FY07
  - Reduce Alcohol Related Incidents by 5% from FY07

- *Culture of Fitness*
  - Reduce PFA attrition by 5% from FY07

Fleet Standards and Conduct
Desired End State

Focus Area	Desired End State
- Pride and Professionalism	• A sense of Navy pride and professionalism displayed by all Sailors
- Operational Excellence and Safety	• An environment of safety focused risk management on and off duty
- Sailor Relations	• Courtesy, responsibility, and respect instilled in and displayed by all Sailors
- Substance Abuse Prevention	• An environment free of drug and alcohol related incidents
- Culture of Health	• An environment of fitness and wellness throughout the Fleet

Leadership involvement is the key – Commanders and CPOs

PMV Summit Outbrief

Summit Info

Date: 11 February 2008

Attendees: SECNAV, ASN (I&E), DASN (S), CNSC, CNO, CMC, Deputy CNI, Deputy IG, MCPON, Fleet Master Chief West

Agenda: USN PMV Update
                   USMC PMV Update
                   DON Motorcycle Safety
Update

Bottom Line Up Front

- Positive event

- SECNAV focused on DON PMV mishap reduction efforts

- SECNAV supportive of DON motorcycle training proposal but requested more details

- Coordination with CNIC & FISC complete

- Re-engage SECNAV mid-April

PMV Summit Highlights

- DON vs national statistics

- Fatigue as an emerging mishap causal factor

- Driver Behavioral Assessment Tool (DBAT)

- Navy Driving At-Risk Simulators (NDARS)

PMV Summit Highlights

- Legal Issues

- Line of Duty (LOD) / Misconduct

- Non-Judicial Punishment (NJP)

Motorcycle Safety Update Issues

- Military Sports Bike Course (MSBC)
  - MSF developed
  - Curriculum release – April 2008
  - DON-wide implementation – May 2008

- Traffic Safety contract
  - Four COAs briefed
  - Re-evaluate details of two COAs
  - Provide answers and revised COA

Reorganization of NESB committee structure

Objective of brief

- Brief/discuss proposal in order to gather any additional feedback from NESB members

- Gain concurrence from NESB members
  - Proposal has already been staffed to NESB members
    - 31 Mar 08 email from COMNAVSAFECEN
    - Favorable comments received

Navy Executive Safety Board

Purpose of reorganization

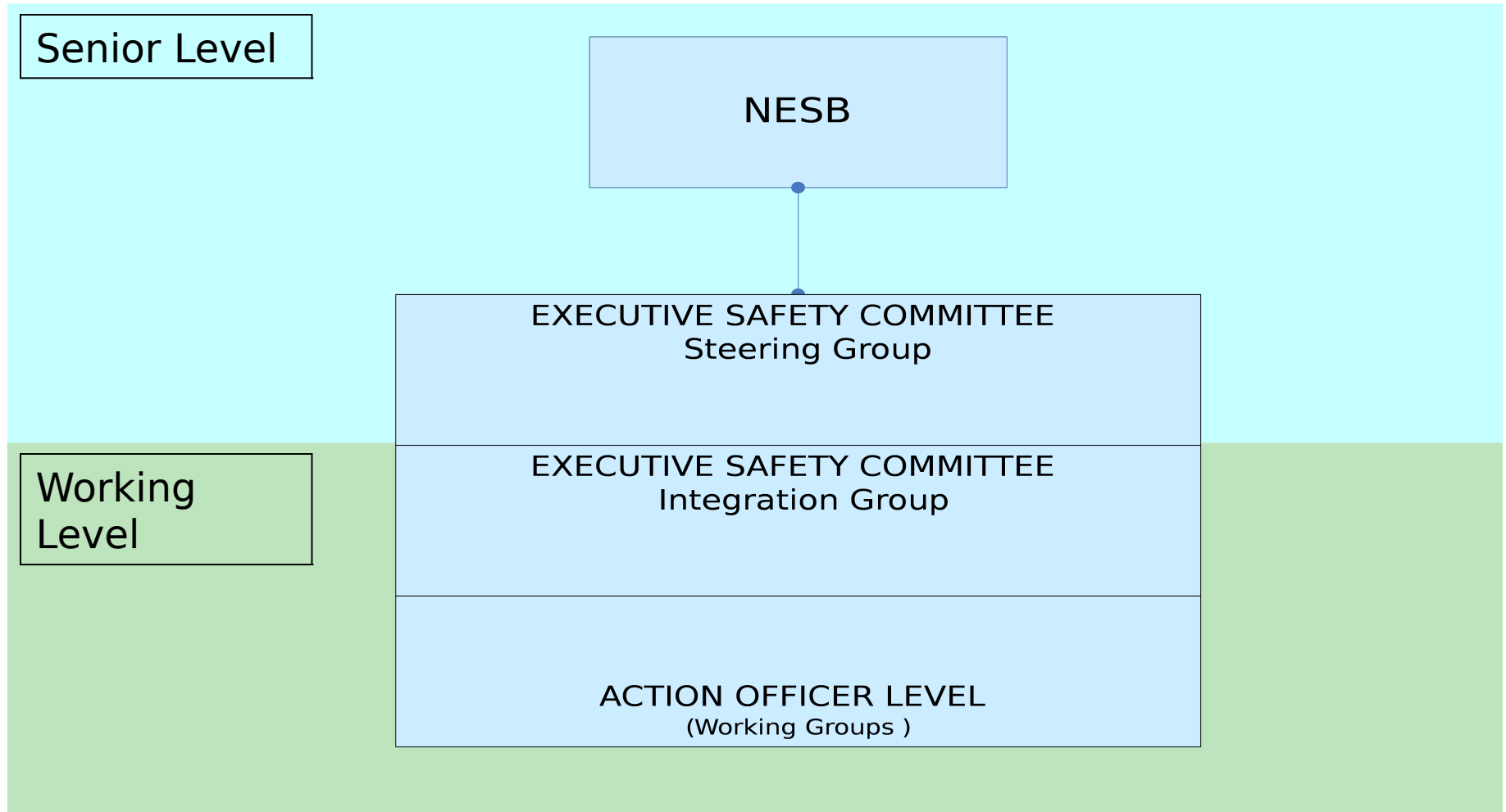- Reorganization undertaken to:
  - Consolidate
  - Streamline
  - Improve

- New organization will better utilize staff resources

Requires no additional resources
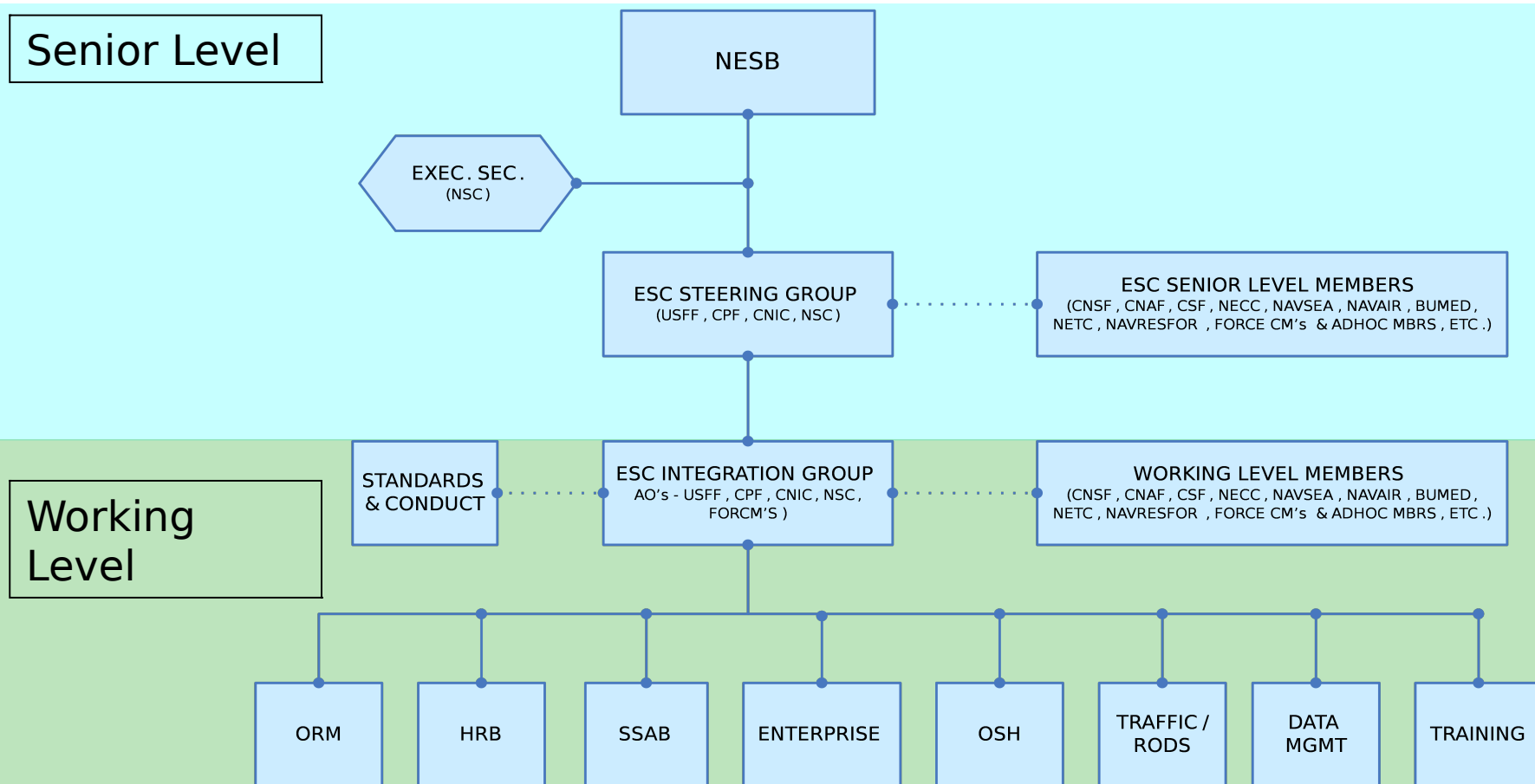
New Structure – Macro Level View

Senior Level

Working Level

NESB

EXECUTIVE SAFETY COMMITTEE
Steering Group

EXECUTIVE SAFETY COMMITTEE
Integration Group

ACTION OFFICER LEVEL
(Working Groups)

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Executive Safety Committee – Micro Level View

Senior Level

NESB

EXEC. SEC.
(NSC)

ESC STEERING GROUP
(USFF , CPF , CNIC, NSC)

ESC SENIOR LEVEL MEMBERS
(CNSF , CNAF , CSF , NECC , NAVSEA , NAVAIR , BUMED , NETC , NAVRESFOR , FORCE CM's & ADHOC MBRS , ETC .)

Working Level

STANDARDS & CONDUCT

ESC INTEGRATION GROUP
AO's - USFF , CPF , CNIC, NSC , FORCM'S)

WORKING LEVEL MEMBERS
(CNSF , CNAF , CSF , NECC , NAVSEA , NAVAIR , BUMED , NETC , NAVRESFOR , FORCE CM's & ADHOC MBRS , ETC .)

ORM | HRB | SSAB | ENTERPRISE | OSH | TRAFFIC / RODS | DATA MGMT | TRAINING

Executive Safety Committee (ESC)

ESC Membership
(USFF/CPF/CNIC/CNSC: Steering Group)

- CNSF
- CNAF
- CSF
- Force MCs

- NECC
- SPECWARCOM
- NAVSEA
- NAVAIR

- BUMED
- CNIC
- NETC
- NAVRESFOR

- CNSC
- NAVFAC
- SPAWAR
- Ad Hoc (s)
- Advisor (s)

Focus Areas

- Safety Training
- System Safety & Acquisition
- Enterprise Operations
- Operational Risk Management (ORM)
- Traffic Safety and Recreational Off-Duty (TS/RODS)
- Occupational Safety and Health (OSH) Programs
- Safety Data Management

Committee Highlights

- **ESC Steering Group**
  - NESB gatekeeper
  - Facilitates cross-Enterprise solutions
  - Reduces requirement to address all issues at the NESB

- **ESC Senior Level**
  - Reviews and makes decisions on issues
    - Issues addressed at this level will reduce the requirement to hold NESB meetings
  - Provides cross-Enterprise input on issues before delivery to the NESB
  - Meetings scheduled by ESC Steering Group

- **ESC Integration Group**
  - Action Officer level
  - Interface between ESC Steering Group and Working Groups
  - Translates Steering Group guidance to actionable tasks for Working Groups
  - Monitors Working Group actions and reviews Working Group products

NESB periodicity extended to semi-annually

Navy Executive Safety Board

Decision/Way Ahead

- Gain NESB member concurrence today
  - Make refinements as necessary

- COMNAVSAFECEN to take Decision Memo to VCNO for approval

- Implement

DON Objectives Update: Risk Management Information System update/way ahead

Background

- DON Objectives 2007/2008
  - Deploy a DON-wide Risk Management Information System
- 26+ independent safety applications
  - Duplicative functionality
  - Not interoperable
  - Data is stove piped
  - Increased maintenance costs
- 2006 CACI Study on Industry Best Practices
- 2007 Booze Allen Hamilton Study to Identify Requirements
- Significant Under Reporting of Class C/D Mishaps

RMIS

- Formal Acquisition Program to:
  - Facilitate unit level safety program management and provide aggregate reporting, analysis and tracking of reportable mishap and hazards
  - Address and correct deficiencies in current safety reporting systems
    - Uses authoritative data sources to ensure data quality and minimal user input
    - Provide customer friendly data input and extraction
    - Provide proactive risk management tool with leading indicators, triggers and communication capabilities
    - Supports expeditionary forces in all environments
  - Single system to reduce infrastructure and cost

- Move establishment of program from non-dedicated funding lines to dedicated support and long term sustainability

Current Status

- DASN(S) seeking Resource Sponsor (N4)

- PEO(C4I) selected as program executive

- PMW-150 Identified as Program Manager to field interim RMIS solution

- Navy & USMC staffing method to fair share costs

- FFC/USMC provided interim solution requirements

- Stakeholders meeting weekly with DASN(S) and PMW-150 staff

Next steps

- Estimate cost of interim solution

- Obtain FY08/09 funding

- Submit POM-10
  - Provide funding to MS B decision

- Develop and deploy interim solution

- Develop acquisition products to support POR (e.g. CDD, AoA, …)

- Enter as POR in POM-12 (MS B decision)

DON Objectives Update: Afloat Hazard Reporting

Hazard Reporting Initiative for the Afloat Community

- NAVSAFECEN Code 30 initiative: Establish an environment in the afloat community that promotes reporting of hazards, near mishaps, and lessons learned to establish leading indicators, maximize awareness, and prevent similar mishaps in the future.

Hazard Reporting Initiative for the Afloat Community

Pathway to initiative accomplishment

- Establish an open environment in the afloat community
  - Fleet Education
  - Instruction and process revision
- Encourage and reward hazard reporting
  - Incentive improvement
- Establish leading indicators & maximize awareness
  - Measures of Effectiveness
  - Database capabilities.

Hazard Reporting Initiative for the Afloat Community

Current progress
- Fleet Education
    - Engaged enterprise leaders through round-table discussions
    - Established a working group
    - Created a POA&M with 15 specific organized tasks
    - Commence training of Safety Officers during safety surveys
- Instruction and process revision
    - Examining mandatory reporting requirement in OPNAVINST 5102.1
    - Examining categories requiring hazard and near mishap reporting
- Improvement of long-standing incentives
    - Turnover CNO Afloat Safety Awards Program

Hazard Reporting Initiative for the Afloat Community

Future focus items
- Fleet Education
  - TYCOM education of subordinate commands
  - Measures of effectiveness
  - Investigation of hazard reporting training
- Instruction and process revision
  - Validation/vetting process
  - Simplify the reporting process
- Improvement of incentives
  - Revise the CNO Afloat Safety Awards Program
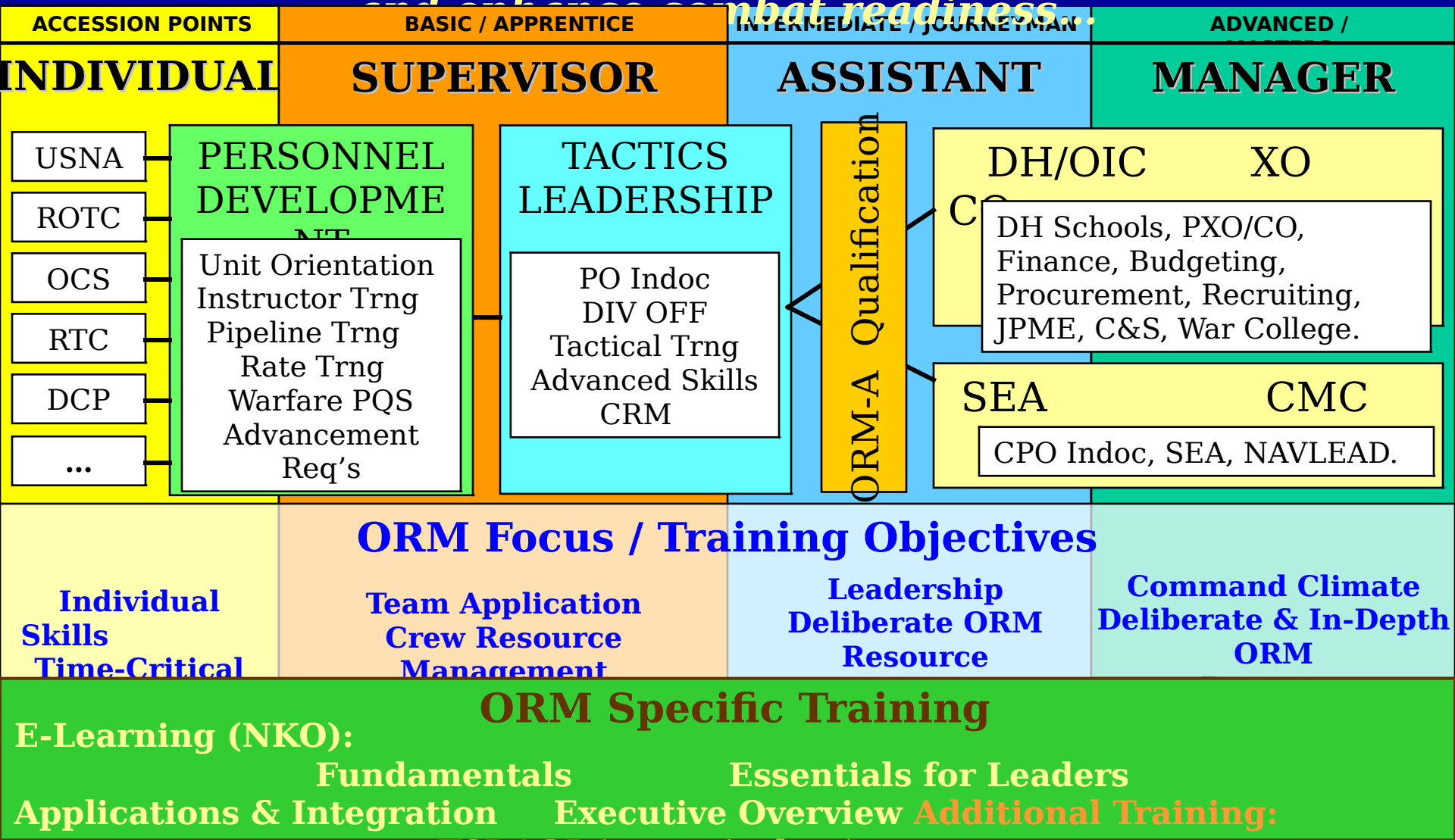 - Encourage the sharing afloat safety experience through publication

DON Objectives Update: ORM Training Continuum

ORM Learning Continuum

Layered approach to infuse ORM at ALL training points in order to promote effective decision making, preserve assets, and enhance combat readiness...

ACCESSION POINTS	BASIC / APPRENTICE	INTERMEDIATE / JOURNEYMAN	ADVANCED / MASTERS
INDIVIDUAL	SUPERVISOR	ASSISTANT	MANAGER

USNA
ROTC
OCS
RTC
DCP
…

PERSONNEL DEVELOPMENT

Unit Orientation
Instructor Trng
Pipeline Trng
Rate Trng
Warfare PQS
Advancement Req's

TACTICS LEADERSHIP

PO Indoc
DIV OFF
Tactical Trng
Advanced Skills
CRM

ORM-A Qualification

CO

DH/OIC   XO

DH Schools, PXO/CO, Finance, Budgeting, Procurement, Recruiting, JPME, C&S, War College.

SEA   CMC

CPO Indoc, SEA, NAVLEAD.

ORM Focus / Training Objectives

Individual Skills Time-Critical	Team Application Crew Resource Management	Leadership Deliberate ORM Resource	Command Climate Deliberate & In-Depth ORM

ORM Specific Training

E-Learning (NKO):

Fundamentals   Essentials for Leaders

Applications & Integration   Executive Overview Additional Training:

Questions